

WEATHER FORECAST.  
Generally fair to-day and to-morrow;  
not much change in temperature.  
Highest temperature yesterday, 80; lowest, 60.  
Detailed weather reports on editorial page.

## MUST INCREASE PRODUCTION, NOT WAGES, SAYS WILSON; NATION FACES CRISIS, BUT COST OF LIVING IS AT ITS PEAK; GRANTS SHOPMEN SMALL RAISE AND PLEDGES THEM JUSTICE

### ARMY AIRMAN FIRST AS THREE ARRIVE IN RACE FROM TORONTO

Coombs, First to Land Here,  
Makes 521 Miles in  
211 Minutes.

#### FLIERS FIGHT GALES

Several Planes Wrecked and  
Canada Bound Aviators  
Halt at Syracuse.

#### DOMINION AEROS SWIFT

Wilson Letter Bearer Has Dis-  
aster—Made Mineola-Al-  
bany in 40 Minutes.

To Master Signal Electrician C. B. Coombs go the honors of the first leg of the greatest of aerial sporting events—the American Flying Club's race between New York and Toronto and return. Coombs dropped on to Roosevelt Field at 7:11 last night, first man to cover the course of all the sixty-seven entries at either end. Furthermore his actual flying time was the best—211 minutes for the 521 miles.

Eleven minutes behind him came Major R. Schroeder for third place on time, with 230 minutes flying for the course. Roland Rohlfis, the Curtiss pilot, whose American altitude record brought him fame a few weeks ago, was the third arrival and the second man for the time record. He landed at 7:48 after 226 minutes in the air. Rohlfis's showing was all the more remarkable in that the Curtiss Oriole which he flew had done a complete somersault on the Leaside Field at Toronto before he got away.

Rohlfis, second man, flies for the Curtiss company, but the two other men, the first and the third so far, are of the United States Army Air Service. Sergeant Coombs flew a De Havilland "D" from McCook Field, driven by a 400 horse-power Liberty motor. Major Schroeder drove a Vought VE-7 powered by a Hispano-Suiza motor of 160 horse-power. Rohlfis' Oriole has a Curtiss K-6 motor of 150 horse-power, so that when the handicap comes to be applied Coombs may have to give away his place at the head of the procession to one of the planes of lesser power.

Rohlfis Greeted by Wife.  
Rohlfis's wife was at Roosevelt Field all day yesterday waiting for her husband. When she spotted his number on the second machine to arrive she rushed on to the field and was the first to embrace him when he climbed down.

Last night word came from Albany that three more of the starters from Canada had arrived at the Quentin Roosevelt Memorial Field. They were Col. Barker, the Canadian ace, and Capt. Barker, the American ace, and Capt. Barker, the American ace. Col. Barker telephoned to the Flying Club that he would start at 6 this morning, making New York soon after 7 and hoping to get an early return start to be in Toronto tonight. The others will start soon after him.

On the small Albany field more machines were handled yesterday than on any other day. The race was a very close one. This was the reason for the three crashes there. In addition to the machines all Albany quit work and came out to see the show. That is, all Albany except the police. One of the machines, that of Capt. Kinley, was wrecked as the direct result of his effort to avoid the crowd. The first leg, at any rate, by no means settles the race. Twenty-five fast and able planes are held by weather at Albany and thirteen are in Syracuse. Several of them have shown speeds as good or better than the others. Capt. Kinley's letter to the Flying Club, which he finished the course yesterday. He had storms through central New York out the contest in two before dark yesterday. After President Wilson's letter to the Prince of Wales on Capt. Foot's plane had been blown onto a mountain top near Birmingham, and after Capt. Harry Smith, the only Toronto-bound flyer to get beyond Syracuse, had been forced down by hail in the railroad yards at Bull's Head, a few miles out from his last stopping place.

#### All Toronto Entries Leave.

All of the entries that will start go away from Toronto yesterday. The Prince of Wales sent away twelve out of sixteen at the field. At Mineola about twenty of the entries got away and it is stated there that the rest will make the start to-day. Hard weather struck the race on its first day. Rain and thunder showers played over New York and Roosevelt Field all morning, holding the starters at this end on the ground. Over Lake Erie there raged a 125 mile gale, but it was a steady breeze ashore, and twelve of the seventeen Toronto entries got away. They fought through it to Buffalo, and eleven of them landed safely at the Buffalo Field. Campbell, in his "Quintus JN-4," turned back to Toronto. The Prince of Wales sent the flyers away at Toronto. He arrived on the ship shortly after noon with his suite. He was cheered as heartily as were the British of the Canadian aces, Bishop, Barker, McCudden and Quiley. Minnieola Major-Gen. Charles T. Mendenhall, chief of the Army air service, dropped a white handkerchief as it was

### CHANNEL PLANE SERVICE STARTS

First London to Paris Passenger  
Machine Makes Round  
Trip in 5 3-4 Hours.

\$75 TO \$100 SINGLE FARE

Two Firms Run Daily Flights

—Time to Be Cut—Cargo  
Also Carried.

Special Cable Dispatch to The Sun.  
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LONDON, Aug. 25.—A great, new chapter in the history of aviation was opened to-day with the inauguration of the first passenger and cargo service to Paris. The results of the first day's operation show that this means of communication is entirely satisfactory and far more comfortable and speedy than the old systems.

The airplane 4-A left London at 9:05 o'clock and returned at 2:45, completing the round trip in five and three-quarter hours. Two firms have started daily flights simultaneously, charging \$75 to \$100 single fare. Considering the advantages, these prices are not held to be exorbitant. Great hopes are held out that these fares will be reduced as operating conditions become better, and with bigger, better planes capable of carrying heavier loads.

These planes carry one ounce of mail for \$1. As it is possible to send 5,000 words for this sum the rate is considered cheap. Cable tolls to Paris average 5 cents a word, and the airplane men say they will soon be able to beat the cable. The manufacturers say they have plans for reducing the time between the two cities to one hour and that this may be realized in one year.

### 435 MILES IN 6 HOURS BY NEW ZEPPELIN

Carries 35 Passengers and  
Goes Into Daily Service.

By the Associated Press.

BERLIN, Aug. 25.—A new Zeppelin airship on its maiden trip from Friedrichshafen to Berlin covered the 700 kilometers (about 435 miles) in a little more than six hours. The aircraft, which is named Bodensee, attained a maximum speed of 150 kilometers (a little more than seventy-four and a half miles) an hour.

The builders of the new type of machine have discarded the familiar cigar shape of the old Zeppelins and adopted a conical outlined exterior. The Bodensee is 120 meters long and accommodates 35 passengers. It is equipped with wireless telegraphy and has a spacious passenger cabin. The passengers are able to obtain running hot and cold water. The aircraft is to go into a daily service.

Twenty-one passengers, among them three women, made the initial trip in the airship. The Bodensee was built since the armistice was signed. Article 202 of the peace treaty with Germany provides that on the coming into force of the treaty delivery shall be made by Germany to the principal allied and associated Powers of all "dirigibles" capable of taking the air being manufactured, repaired or assembled. Pending the delivery of the dirigibles they are to be maintained at the expense of Germany.

### HOOVER FROWNS ON PRESIDENCY BOOM

Asks Friends to Put Forth No  
Efforts in His Behalf.

Special Cable Dispatch to The Sun.  
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PARIS, Aug. 25.—The imminent return of Herbert Hoover, the allied Food Administrator, to the United States so he can resume to private life in California has started much talk here as to his availability to the Republicans as a Presidential candidate. This has been stimulated by incidents of the last two weeks, culminating in Hoover's victory yesterday, when the council bowed to his mandate and made a public declaration that there is no room in European Government for a Hun.

THE SUN is in a position to state that Mr. Hoover has no intention of becoming a self-announced candidate. He already has announced in a letter that he has no desire for political preferment. This letter was written a week ago to a friend in the East who asked permission to advance him as a Republican candidate. Hoover replied that he had given five years to public service and wanted to retire until another occasion arose when his experience might be of service to the cause of humanity. He added that he had a distinct aversion to politics because it generally required a man to compromise with his principles, which he never could consent to do.

The letter virtually requests that no efforts be made in his behalf for the nomination. Mr. Hoover was born in Iowa, but claims California as his home. This brings him in collision with the Johnson boom. His friends say he is an out and out Republican, but also that he is a strong believer in loyalty to his chief, and that this prevented him from speaking out at much that displeased him in the Wilson Administration.

### U. S. PREPARED TO RUN MEXICO AS IT DID CUBA

Intervention Plans Com-  
plete as to Land and Sea  
Operations.

#### COUNTRY IS HELPLESS

Bankruptcy and Confiscation  
of Foreign Property Un-  
escapable.

#### Carranza Troops Halted U. S. Pursuit of Bandits

Special Cable Dispatch to The Sun.  
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CANDELARIA, Tex., Aug. 25 (By army telephone to Presidio).—The American punitive expedition into Mexico was deterred from continuing the pursuit of Mexican bandits who held the American aviators for ransom, by the presence of Carranza troops six miles north of Coyame, Chihuahua, Saturday, according to a report made by Capt. Leonard Matlack of the Eighth Cavalry here to-night to Col. George T. Langhorne, commander of the Big Bend district.

American scouting parties described the proximity of a patrol of ten Mexican Federals and later learned there were 130 more Carranza soldiers further on along the only trail the Americans could follow. To avoid a clash the American force then began to return to the United States, according to Capt. Matlack's report.

Special Dispatch to The Sun.  
WASHINGTON, Aug. 25.—Although the policy of the United States Government toward Carranza is officially described as unchanged and although the incident of the capture and release of the two American aviators virtually is closed, it may be stated positively that developments of the first magnitude are soon to take place south of the Rio Grande. Information which has been slowly but surely accumulating for the United States as well as other Governments indicates that the following events, reluctantly or otherwise, must be regarded as inescapable:

First, the United States must intervene in Mexico and take over the affairs of the Mexicans as completely as it did in the case of Cuba. Second, the fact of coming intervention is now recognized and the time set is being estimated at six months or even less, though this latter is admittedly an uncertain factor.

Third, the reason for intervention is not because of Carranza's arrogance or bandit raids or sporadic cases of infringement of American rights, but because the country has simply gone to pieces beyond recall and no other possible solution looms up.

Arrangements for the initial use of both land and sea forces of the United States have been completed, not in a mere theoretical sense, but because it is fully recognized that the work will have to be done. It is not expected that severe opposition will be encountered, though provision will be made for all eventualities.

Facilitation of the country with restoration of order and the process of assisting the Mexicans to manage their own affairs may admittedly take years.

#### United States Reluctant to Act.

Apparently the United States Government will undertake the task with the greatest reluctance, and it may be said that if any alternative offered it self President Wilson would be the first to avow himself of it. But the only question given really serious consideration now is "How soon will intervention come?" Encouragement of Carranza to do his best to save it off will admittedly be part of this Government's policy now as it has been in the past, but all real hope is gone of seeing Carranza or any one else in Mexico establish order out of chaos or rescue the country from becoming a derelict on the international sea.

It is understood to be because of this that the Paris Peace Conference refused to give Mexico a place with the other nations. Even at that time the situation had become hopeless, it is said, and the European Governments as well as the Government of the United States were forced to admit that the taking over of Mexico was inevitable.

It develops now that the Mexicans themselves are realizing that the day of American intervention is drawing nearer and the latest Mexican newspapers teem with articles on this subject. Some of the papers are appealing to Carranza to do his best to save it off, but it is seemingly understood that the task is impossible.

Summarizing the reasons which make intervention, according to the best authorities, inescapable, the following facts are emphasized:

### FALL'S TREATY CHANGES TO BE PASSED TO-DAY

Shields May Join in Keep-  
ing U. S. Out of Broils  
All Over World.

#### TO HEAR SMALL NATIONS

Lodge's Committee Listens to  
Egypt's Woes—Ireland to  
Get Chance Saturday.

Special Dispatch to The Sun.

WASHINGTON, Aug. 25.—The treaty of peace having been amended on Saturday with reference to the disposal of Shantung, the Senate Foreign Relations Committee will undertake to amend it to-morrow by cutting out all participation of the United States in the work of international commissions in the European settlement. This will be accomplished if the committee and the Senate shall adopt the amendments by Senator Fall (N. M.), which will be voted on by the committee to-morrow.

There are more than twenty of these amendments, but all are aimed at the same thing, the elimination of the United States from membership on any commission having to deal with various administrative duties, leaving these in the hands of the European countries. They include such problems as the Saar Basin administration, the Rhine and Danube control commissions and other semi-permanent obligations.

Senator Lodge (Mass.) announced to-day that these amendments would be taken up by the committee. He would not venture an opinion as to the committee's action, though his air of satisfaction with the tendencies of the treaty struggle gave ground for the understanding that the amendments will prevail.

The impression at the capital to-day was that these amendments would not have been taken up at this time unless the Republican managers believed they were sure to win.

#### Shields Said to Be Wavering.

It was rumored also that to-morrow's action in the committee might unmask a Democratic defection inside the Foreign Relations Committee. The position of Senator Shields (Tenn.) again has been brought into question.

Although in Washington there has been only a suggestion of doubt about his support of the Administration, it became known to-day that some recent utterances of the Senator to his Tennessee constituents have filled the White House with misgivings. In an interview published in the Tennessee date-shapers Senator Shields said two or three days ago:

"I am opposed to any covenant that will involve the United States in every broil that may be waged throughout the world. While the human race seems to me to be in a state of anarchy, and while they would more likely be acceptable to me, I really prefer a much stronger set of reservations."

The Memphis Commercial Appeal commented thus on the foregoing: "Senator Shields's announced opposition to the present draft of the League of Nations covenant is not particularly surprising in Memphis. His failure from the first to tender his enthusiastic support to President Wilson, to say nothing of his attitude toward the League, led many to believe that he was not behind the President on the treaty."

"Senator Shields's position is unique among Southern Senators, all of whom are firmly behind the President in the fight. Senator McKellar already has taken his stand and some time ago addressed the Senate in advocacy of full and complete ratification of the treaty."

"It is certain that Tennesseeans will not suffer the announcement of Senator Shields to go unopposed. Scores of newspapers, commercial and religious organizations in Tennessee have endorsed the league. They will doubtless urge Senator Shields to get behind the President."

#### Shields Lukewarm Hereafter.

Republicans were generally amused when this editorial protest was given currency, for it is known that Senator Shields has been lukewarm on the treaty since last March and that Senators Bankhead (Ala.), Smith (Ga.), Smith (S. C.), Martin (Va.), Overman and Simmons (N. C.) sympathize with him. All are Southern.

Inasmuch as the Fall amendments are intended precisely to prevent "involvement" of the United States in every broil that may be waged throughout the world, it is thought Senator Shields may be found voting with the Republicans to-morrow.

Senator Nelson (Minn.), who was born in Norway, laid before Senator Lodge the protest of some of his Scandinavian constituents in Minnesota against the treaty's proposed disposal of the Aland Islands, a group in the Baltic Sea which Sweden claims, but which during the war were seized by Germany and held to the great embarrassment of Scandinavian shipping interests. They lie squarely on the route across the Baltic from Stockholm to Petrograd, and Sweden protested violently against their violation by Germany.

The peace treaty assigns these islands

### PRESIDENT'S APPEALS TO PUBLIC AND SHOPMEN

WASHINGTON, Aug. 25.—In announcing the policy which the Administration will follow in dealing with requests of railroad workers for increased wages, President Wilson issued two statements to-day, one addressed to "My Fellow Citizens" and one to the shopmen. The statements follow:

MY FELLOW CITIZENS: A situation has arisen in connection with the administration of the railways which is of such general significance that I think it my duty to make a public statement concerning it in order that the whole country may know what is involved. The railroad shopmen have demanded a large increase in wages. They are now receiving 58, 63 and 68 cents per hour. They demand 85 cents per hour. This demand has been given careful and serious consideration by the board which was constituted by the Railroad Administration to adjust questions of wages, a board consisting of an equal number of representatives of employees and of the operating managers of the railroad companies. This board has been unable to come to an agreement, and it has therefore devolved upon the Director-General of Railroads and myself to act upon the merits of the case.

The shopmen urge that they are entitled to higher wages because of the higher wages for the skilled employment afforded mechanics by the railroads under living conditions as various as the location and surroundings of the railway shops themselves and the fluctuating employment afforded in industries exceptionally and temporarily stimulated by the war and located almost without exception in industrial centers where the cost of living is highest.

The substantial argument which the shopmen urge is the very serious increase in the cost of living. This is a very potent argument indeed. But the fact is that the cost of living has certainly reached its peak and will probably be lowered by the efforts which are now everywhere being concerted and carried out. It will certainly be lowered so soon as more active conditions of production and of commerce; that is, so soon as the treaty of peace is ratified and in operation and merchants, manufacturers, farmers, miners all have a certain basis of calculation as to what their

business will be and what the conditions will be under which it must be conducted. The demands of the shopmen, therefore, and all similar demands are in effect this: that we make increases in wages, which are likely to be permanent, in order to meet a temporary situation which will last nobody can certainly tell how long, but in all probability only for a limited time. Increases in wages will, moreover, certainly result in still further increasing the costs of production, and therefore the cost of living, and we should only have to go through the same process again. Any substantial increase of wages in leading lines of industry at this time would utterly crush the general campaign which the Government is waging with energy, vigor and substantial hope of success to reduce the high cost of living. And the increases in the cost of transportation would necessarily result from increases in the wages of railway employees would more certainly and more immediately have that effect than any other enhanced wage costs. Only by keeping the cost of production on its present level, by increasing production and by rigid economy and saving on the part of the people can we hope for large decreases in the burdensome cost of living which now weighs us down.

The Director-General of Railroads and I have felt that a peculiar responsibility rests upon us, because in determining this question we are in effect determining the burden of taxation which must fall upon the people of the country in general. We are acting, not for private corporations, but in the name of the Government and the public, and must assess our responsibility accordingly. For it is neither wise nor feasible to take care of increases in the wages of railroad employees at this time by increases in freight rates.

It is impossible at this time, until peace has come and normal conditions are restored, to estimate what the earning capacity of the railroad will be when ordinary conditions return. There is no certain basis therefore for calculating what increases of freight rates should be, and it is necessary for the time being at any rate to take care of all increases in the wages of railway

employees through appropriations from the public Treasury. In such circumstances it seems clear to me, and I believe will seem clear to every thoughtful American, including the shopmen themselves when they have taken second thought, and to all wage earners of every kind, that we ought to postpone questions of this sort until normal conditions come again and we have the opportunity for certain calculation as to the relation between wages and the cost of living. It is the duty of every citizen of the country to insist upon a truce in such contests until intelligent settlements can be made, and made by peaceful and effective common counsel.

I appeal to my fellow citizens of every employment to cooperate in insisting upon and maintaining such a truce, and to cooperate also in sustaining the Government in what I conceive to be the only course which conscientious public servants can pursue. Demands unwisely made and passionately insisted upon at this time menace the peace and prosperity of the country as nothing else could, and thus contribute to bring about the very results which such demands are intended to remedy.

The wages of other railway employees are based upon the rule that they are to receive for eight hours work the same pay they received for the longer workday that was the usual standard of the pre-war period. This claim is, I am told, well founded, and I concur in the conclusion of the Director-General that the shopmen ought to be given the additional 4 cents an hour which the readjustment asked for will justify. There are certain other adjustments also pointed out in the report of the Director-General which ought in fairness to be made and which will be made.

Let me add also that the position which the Government must in conscience take against general increases in wage levels while the present exceptional and temporary circumstances exist will of course not preclude the Railroad Administration from giving prompt and careful consideration to any claims that may be made by other classes of employees for readjustments believed to be proper to secure impartial treatment for all who work in the railway service.

### ASSURES SHOPMEN OF HIS SUPPORT.

In his statement to the representatives of the shopmen President Wilson said:

GENTLEMEN: I request that you lay this critical matter before the men in a new light. The vote they have taken was upon the question whether they should insist upon the wage increase they were asking or consent to the submission of their claims to a new tribunal, to be constituted by new legislation. That question no longer has any life in contemplation. I request that you ask the men to reconsider the whole matter in view of the following considerations, to which I ask their thoughtful attention as Americans, and which I hope that you will lay before them as I here state them:

We are face to face with a situation which is more likely to affect the happiness and prosperity, and even the life, of our people than the war itself. We have now got to do nothing less than bring our industries and our labor of every kind back to a normal basis after the greatest upheaval known in history, and the winter just ahead of us may bring suffering infinitely greater than the war brought upon us if we blunder or fail in the process.

An admirable spirit of self-sacrifice, of patriotic devotion, and of community action guided and inspired us while the fighting was on. We shall need all these now, and need them in a heightened degree, if we are to accomplish the first tasks of peace. They are more difficult than the tasks of war—more complex, less easily understood—and require more intelligence, patience, and sobriety. We mobilized our man power for the fighting, let us now mobilize our brain power and our consciences for the reconstruction. If we fail it will mean national disaster.

The very first step is to increase production and facilitate transportation, so as to make up for the destruction wrought by the war, the terrible sacrifices it created, and so as soon as possible relieve our people

of the cruel burden of high prices. The railways are at the center of this whole process. The Government has taken up with all its energy the task of bringing the profiteer to book, making the stocks of necessities in the country available at lowered prices, stimulating production and facilitating distribution, and very favorable results are already beginning to appear. There is reason to entertain the confident hope that substantial relief will result, and result in increasing measure. A general increase in the level of wages would check and might defeat all this at its very beginning. Such increases would inevitably raise, not lower, the cost of living. Manufacturers and producers of every sort would have innumerable additional pretexts for increasing profits, and all efforts to discover and defeat profiteering would be hopelessly confused.

I believe that the present efforts to reduce the costs of living will be successful, if no new elements of difficulty are thrown in the way, and I confidently count upon the men engaged in the service of the railways to assist, not obstruct. It is much more in their interest to do this than to insist upon wage increases which will undo everything the Government attempts. They are good Americans along with the rest of us, and, I am sure, be counted on to see the point in actual possession of the railroads or not, I shall not fail to exert the full influence of the Executive to see that justice is done them.

I believe, therefore, that they may be justified in the confidence that hearty cooperation with the Government now in its efforts to reduce the costs of living will by no means be prejudicial to their own interests, but will, on the contrary, prepare the way for more favorable and satisfactory relations in the future.

I confidently count on their cooperation in this time of national test and crisis.

### RICH COAL STRATA STRUCK IN GERMANY

Field of 544,646 Acres Reported in Westphalia.

BERLIN, Aug. 25.—It is reported that coal in strata twelve to sixteen yards thick has been found in Steinheim and the Government now in the Government district of Minden Westphalia. The mine field is 2,200,000 square meters (544,646 acres). Two mining companies have been established.

#### Stops Work on Warships.

LONDON, Aug. 25.—The Government has ordered work stopped on all warships on the Clyde except those about to be launched, according to the Glasgow Daily Record. This paper understands that the same order has been issued at all shipyards in Great Britain.

### TWO U. S. REGIMENTS GOING TO SILESIA

Will Be Equipped at Coblenz, Says Report.

By the Associated Press.

COBLENZ, Aug. 25.—The Fifth and Fifteenth United States Infantry regiments, which are now in the United States, have been ordered to Silesia. They will come direct to Coblenz to be equipped before proceeding across Germany, according to word received at headquarters here to-day. It is expected the two regiments will remain in the Coblenz region for at least a month before leaving for Silesia. The equipment to be given them will include field and hospital outfits and two months' rations.

PARIS, Aug. 25.—Germany has declined to invite allied troops to police Silesia before they have that right under the treaty, which stipulates that they are to safeguard the plebiscite there. The Silesian situation is unsatisfactory, and the Germans are reported to be bringing about a recrudescence of the recent reign of terror in that province.

The question of sending allied troops to Silesia came before the Supreme Council in Paris on Saturday, despatches on the subject indicating that Germany was being sounded on her willingness to permit foreign troops to enter the district for police purposes before the peace treaty had been ratified. Germany has ratified the peace treaty, but of the principal associated allied Powers only Great Britain so far has ratified the document, which provides that it shall become effective when three of the great Powers have passed favorably upon it.

### President Warns of National Disaster if Public Does Not Cooperate.

#### RAILWAYS MUST RUN

Says Task Is More Difficult Than That Confronting Us in War.

#### HIS APPEAL IS FORCEFUL

Happiness, Prosperity and Even Life of People Involved, He Writes.

Special Despatch to The Sun.

WASHINGTON, Aug. 25.—Efforts of railroad employees throughout the country to increase railroad wages generally met with an abrupt halt to-day when President Wilson took a determined stand against general increases at this time.

In acting upon the demands of the six national unions of railroad shopmen, involving increases approximating \$165,000,000 a year, the President issued two direct appeals, one to the workmen involved and another to the American people, to keep a cool head and a steady hand in a time of national crisis and peril.

The two statements probably are the most forceful that have come from the White House since the days of Theodore Roosevelt. President Wilson urged the most thoughtful consideration of a grave national situation and declared that "demands unwisely made and passionately insisted upon at this time menace the peace and prosperity of the country as nothing else could."

#### Small Advances Granted.

Increases of 4 cents an hour are granted to the shopmen for all crafts with the exception of car repairers and car inspectors, some of whom are increased 9 cents an hour. The demands were for increases ranging from 17 to 27 cents an hour.

The President's action, which supports in full the recommendations of Director-General Hines, was based upon several important questions of national welfare, which he forcefully set forth in his appeal to the shopmen and the other organized workers for second thought.

In an hour's conference with the officers of the six shop unions and B. M. Jewell, president of the railway employees department of the American Federation of Labor, at the White House President Wilson urged these leaders to set the entire wage question before the men, as he had stated it to them, and to ask for further consideration in this new light. This the union officers promised to do. In the meantime they will make no public statement.

Just what action the men will take cannot of course be stated. There is no disguising the fact, however, that officials on both sides are deeply apprehensive. In many quarters in official Washington a nationwide railroad strike that would bring disaster to the country is believed imminent unless calmer judgment prevails among the men.

#### Strike Vote Nearly Unanimous.

The American Federation of Labor is just completing the tabulation of a strike vote among the 450,000 or more men involved. The vote was upon the question of whether the men could accept the solution of the wage demand suggested by Director-General Hines—its settlement by a commission to be created by Congress—or whether they should strike to enforce their original demands. The vote is nearly unanimous for strike unless the demands are met.

President Wilson stated to the union leaders that the question voted upon "no longer has any life in it," and he wants reconsideration by the men of the situation as he stated it to them and to the American people. Just what the situation will bring forward must be determined it seems by the men themselves, and another vote is regarded as likely. It would take upward of a month to take and count the vote by mail.

President Wilson's action brought considerable surprise in many quarters in Washington. It was the general thought that a much larger increase would be granted than was provided in the decision. There was no indication from any source that the President would take a stand upon railroad wage demands, from which there appears to be no recession.

#### Adds \$45,000,000 a Year.

Figures on the wage increases granted to the men have not been totalled and tabulated by the Rail-